G 81 8/989-2

SOUTH

GREAT FALLS

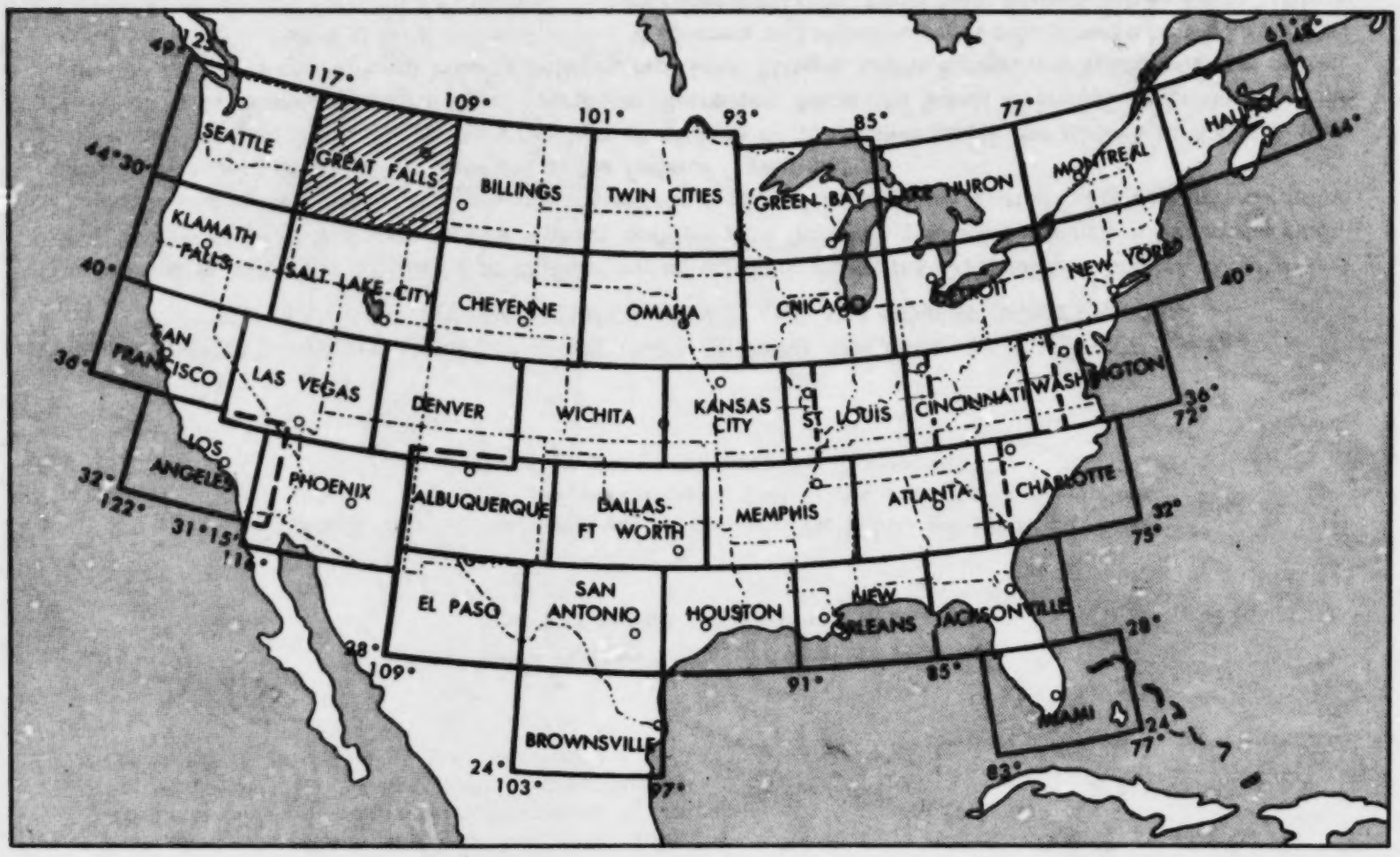
NORTH

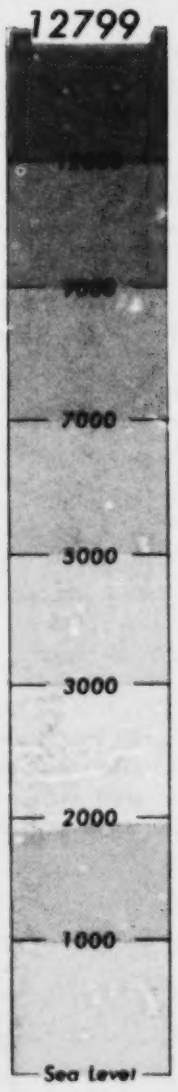
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
Topographic data corrected to April 1989

37 *TH EDITION July 27, 1989*
Includes airspace amendments effective *July 27, 1989*
and all other aeronautical data received by June 1, 1989
Consult appropriate NOTAM's and Flight Information
Publications for supplemental data and current information.
This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of
the next edition scheduled for *FEBRUARY 8, 1990*

PUBLISHED IN ACCORDANCE WITH INTER- AGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS. APPROVED BY:
DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION * DEPARTMENT OF COMMERCE





CONTOUR INTERVAL 500 *feet*

HIGHEST TERRAIN elevation is *12799 feet*
located at 45°10'N – 109°48'W

Critical elevation ---------- • *4254*

Approximate elevation ---------- x *3200*

Doubtful locations are indicated by omission of the point locator (dot or "x")

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes alc g these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/10:

SOUTH

GREAT FALLS

LEGEND

NORTH

AIRPORTS

AIRPORT DATA

ADDITIONAL AIRPORT INFORMATION

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

TOPOGRAPHICAL INFORMATION

OBSTRUCTIONS

MISCELLANEOUS

SOUTH

GREAT FALLS

NORTH

G 5/ 8/ 98-2

SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection, Standard Parallels 33° and 45°
Topographic data corrected to April 1989

37TH EDITION - July 27, 1989

Includes graphic amendments effective July 27, 1989
and all other aeronautical data received by June 1, 1989

Consult appropriate NOTAM's and FLT. INFORMATION

Publications for supplemental data and current information

This chart will become OBSOLETE FOR VFR NAVIGATION WITH the next publication scheduled for FEBRUARY 8, 1990

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 12799 feet located at 45° 19'N., 109° 48'W.

Coverage elevation 4254

Approximate elevation 12500

Doubtful locations are indicated by omission of the point location dot in "U"

MILITARY TRAINING ROUTES (MTR)

ATTENTION

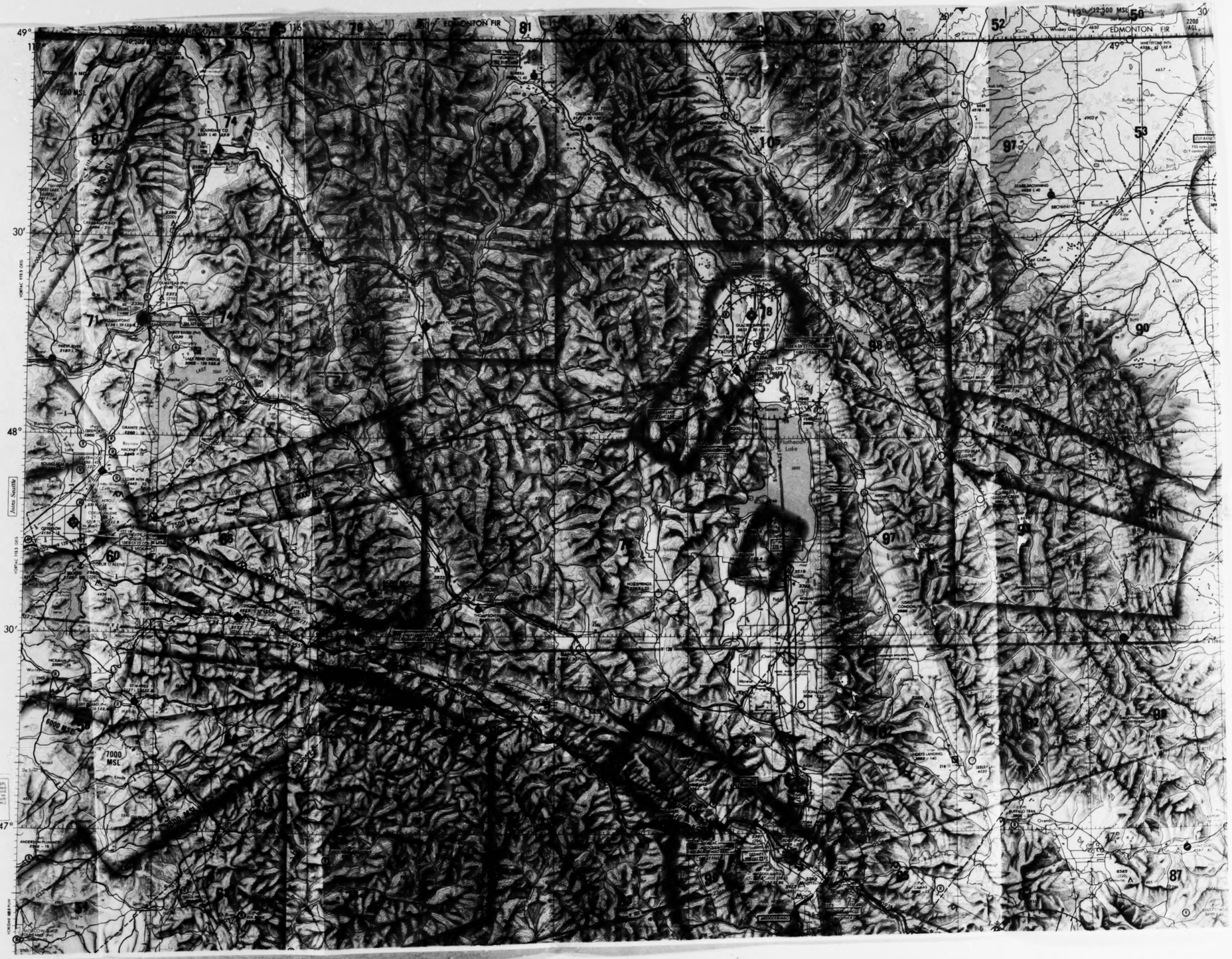
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by lines of latitude and longitude are expressed in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on the highest known feature, including terrain and obstructions, contained within the quadrangle, including terrain and obstructions shown here by symbols, etc.

Example: 12,500 feet 125

CONVERSION OF ELEVATION

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/10:


EDMONTON FIR
VANCOUVER
Juan de Fuca
Juan Seattle
49°
48°
47°
7000 MSL
6000 MSC
7500 MSL
12,300 MSL
2200 AGL
BROWNING
CUT BANK
GREAT FALLS
HAVRE
LEWISTON
KALISPELL
MISSOULA
BUTTE
BOZEMAN
HELENA
WOLF POINT
GLASGOW
MILES CITY
LEWISTOWN
JUDITH GAP
DICKINSON
BILLINGS
SHERIDAN
WORLAND
RAPID CITY
CASPER
RIVERTON
LANDER
RIVERTON
SHOSHONE
THERMOPOLIS
WORLAND
GREYBULL
LOVELL
CODY
POWELL
RIVERTON
LANDER

EDMONTON FIR

WINNIPEG FIR

LORING MOA

HAYS MOA

5000 MSL

11,500 MSL

7500 MSL

7200 MSL

GREAT FALLS TRACON

FSS INFO ON ATIS

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart so replacement copy will be returned. Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

PLOTTING DIRECT ROUTE ON NORTH-SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each vertical INAV chart. To plot a course that has both sides of the chart on the user must first draw two "match lines" that are common to both sides. On the north side connect the tick marks of the most southern minute of latitude and on the south side connect the marks of the most northern minutes of latitude. These "match lines" must have the same latitude on both the north and south sides.

Step No. 1
On the side of the chart having a terminal point nearest the match line, place a sheet of paper (or chart) so that one edge corresponds to the match line while another edge intersects Terminal Point 1. Make a mark on the edge of the paper at Terminal Point 1 Mark "A" as illustrated) and also another mark on the chart extending from match line to the edge of the sheet (Mark "B" as illustrated).

Step No. 2
Roll the chart over and transfer Mark "B" from the north side to the south side, extending the mark to the match line. Align the sheet of paper to the match line so that Mark "A" is on the match line. Mark/extend Mark "B" with a straight edge to draw a line from Terminal Point 2 to Mark "B" to intersect the match line forming Point "C".

Step No. 3
Turn chart over and transfer Point "C" from the south side to the north side. (This can be done by measuring the distance from Mark "B" to Point "C" along the match line from the south side. With a straight edge draw a line from Point "C" to Terminal Point 1. This line is the continuation of the direct route shown on the north side.

Entire United States portion of this chart is within the Defense Area.

Unrestricted airspace within the United States extends up to 14,500 feet MSL AA and above. Restrictions apply to airspace within the Continental Area excluding the airspace less than 1,500 feet above the terrain and certain special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS.

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing area, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight or the upper most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

CONTROL TOWER FREQUENCIES ON GREAT FALLS SECTIONAL CHART

Pilots of small aircraft should monitor the indicated UNICOM frequency when operating in the vicinity of airports without control towers. Pilots of aircraft equipped with VHF radios should monitor the appropriate Flight Service Station frequency when operating in the vicinity of airports with control towers. Pilots of aircraft equipped with VHF radios may communicate with Flight Service Stations (FSS) on the indicated frequency. Where two FSS frequencies are listed, the primary frequency is the first frequency listed. Some FSS's have remote transmitter/receiver facilities operating from towers at locations which are not charted. Radio call provided is different from station name.

Airports without UNICOM, Tower, AFSS, Flasher, Beacon or Rotating Beacon are not normally operating. Frequencies, all AFSS frequencies available are indicated below.

VOR - VOR Indicates Radio Navigation Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
GREAT FALLS	GREAT FALLS	[illegible]	[illegible]	[illegible]	ASR
HELENA		[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
MISSOULA	MISSOULA	[illegible]	[illegible]	[illegible]	ASR

SPECIAL USE AIRSPACE ON GREAT FALLS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet (base to top). Control received FSS for communication. Other than by NOTAM (unless FSS).

The word "TO" an altitude means "to and including."
SFC - Surface Level.
NOTAM - Notice to Airmen.

U.S. P PROHIBITED, R RESTRICTED, A ALERT, W WARNING, MOA MILITARY OPERATIONS AREA

MOA NAME	ALTITUDE OF USE	TIME OF USE:	CONTROLLING AGENCY
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

Altitudes, controlling agency, times of use, etc. subject to change. Consult appropriate NOTAM for current information.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not depict all of the obstacles or all of the airspace, telephone and power transmission lines that may be encountered before reaching those safe altitudes.

GREAT FALLS